

## LOG OF A TRIP DOWN EAST, PART II -- FROM SALEM TO SEASPORT

The Derby wharf and mansion at Salem and the old U.S. Custom House building have been taken over by the National Park Service for preservation.

The Peabody Museum at Salem is of course well known for its marine collections, and as the home of "The American Neptune." As we hit it on Sunday, we missed a chance to meet L.W. Jenkins, but we had plenty of time to roam through its halls. It was a real satisfaction to look at the collection of animals of Essex County, and notice that ancient stuffed specimens (which most regional museums would leave on display) have been discarded in favor of better representations of the species, even if not actually taken in Essex County. We had a feeling that a little of this kind of treatment could also be applied with advantage to some of the marine material.

The anthropological collections here at the Peabody contain a goodly number of models of junks, proas, canoes, and other such primitive types, in addition to vast numbers of weapons, household articles, and pieces of wearing apparel.

Our next stop was Gloucester, but it greeted us with rain; so after tarrying long enough for the girls to find out the proper spelling of the "Pew" in Gorton-Pew, we headed on. (By the way, for the benefit of those readers who may assume that we travel around like Aly Khan, we hasten to add that the "girls" include our wife and our sister).

First, however, we made a swing around Cape Ann. In the National Bank at Rockport are two half models, which may or may not be builders' models; if they are, they are the first we ever saw carved out of knotty lumber. At Newburyport it was still raining; likewise at Portsmouth; but here we sought out Mr. Lawrence Craig of the Portsmouth Athenaeum, who admitted us to the building long enough to look at its famed collection of ship models.

Beside a good rigged French prisoner bone model, and a fine contemporary rigged model of the MONTGOMERY from the packet ship period, the Athenaeum owns

the following builders' models:

## Ships

ATHENS	1838	ALICE BALL	1857
ANNA DECATUR	1856	R.H. TUCKER	1857
KATE PRINCE	1856	DONATI	1858
YOSEMITE	1868	RICHARD III	1859
TINQUA	1852	LIVERPOOL PACKET	'60
SANTEE	1860	MANCHESTER	1860
SIMLAH, sister	'63	CITY OF MONTREAL	'61
R.D. SHEPHERD	1846	CORONATION	1863
JEAN INGELow	1871	SEMIRAMIS	1863
ADELAIDE BELL	'53	(all sisters)	
EMILY FARNUM	1854	ARKWRIGHT	1855
WITCH OF THE WAVE		NESTOR	1831
SIERRA NEVADA	'54	OCEAN ROVER	1854
FLEETFORD	1864		

## Schooners

ANNIE F. CONLON	'82	CLARA E SIMPSON	'74
EDWIN I. MORRISON	'73		
G.W. RAITT	1871	LIZZIE J. CALL	1886

## Barks

CLOTILDE and NEPTUNE (sisters) 1869-1870

## Rig not known

ANN PARRY	1825	METEOR	1864
TARTAR	1865	DON THEODORO	1867
OCEAN GUIDE	1854	APPLEDORE	1869
VENICE	1841	PORTSMOUTH	1843
BROTHER JONATHAN	1853		

There is also a two-stacked warship of the Civil War period. WITCH OF THE WAVE is labelled 1851, but possibly may be the 1856 vessel.

In addition, there are two real treasures in the collection, a painting on the scale of 1/48 of the hull of the ELIZABETH of 1717, which may be the oldest extant portrait of an American ship, and the Admiralty dockyard model of the 44-gun AMERICA

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(renamed BOSTON), built at Portsmouth in 1749. The owners have wisely left AMERICA in her original condition, rather than turning her over (like most of the Admiralty models now in the Naval Academy Museum) to the mercies of a gilder.

We now crossed the Piscataqua into Maine, staying on U.S.1 instead of the Turnpike. Kennebunkport was the next stop, where Booth Tarkington's two-mast schooner REGINA, built at Machias in 1891, still sits saucily and newly painted atop her permanent cradle, with her jibboom projecting over the highway.

On the right bank of the Kennebec we found the hulk of a two-masted schooner, whose net tonnage and official number, still visible on the main beam, identified her as the ELLA CLIFTON, built at St. John, N.B., in 1872.

At Portland the first object of interest was the hull of the Naval training ship CUMBERLAND, which served for many years as a receiving ship at Annapolis and is now in the hands of the shipwreckers, Bernstein & Jacobson. They reported that she may not be broken up yet, as they have a prospective buyer for the hull. An index of the reliability of their information, however, may be gauged from the following conversation, reported verbatim:

We: "Is CUMBERLAND iron or steel?"

Jacobson: "She's the very best grade of steel."

We: "That's funny, we thought she was iron."

J.: "Oh sure, she's built of the finest Swedish iron."

B. & J. had in their shop half models of the steamboats NANTASKET, 1902, and BETTY ALDEN, 1908, and a big, unnamed schooner.

Farther along Commercial Street, we called at the office of Chase, Leavitt & Co., finding that they have models of the schooner CANTON and barks TEWKSBURY L. SWEAT and ELMIRANDA, all built in 1874, as well as two more, unnamed. We had a long chat with Senator Chase, who told us that his firm had run the last six-masted schooners. Once they chartered the EDWARD B. WINSLOW to an oil company to house a drilling crew for several months in Venezuela; but even though the schooner brought back a cargo of goat manure from Vela de Coro it was a losing voyage.

Across the hall, the Portland Pilots' Association has a half-model of the PORTLAND PILOT (1931), and upstairs in the clubroom of the Portland Marine Society there are several ship portraits.

Across Commercial Street, the ship-chandlery firm of W.S. Jordan & Co. has a fine painting and builder's model of the three-masted schooner W.S. JORDAN of 1873.

The commerce of the port of Portland now seems to be concerned chiefly with the importation of petroleum products, some of which go on to Canada by pipeline, but there are still many reminders of the older days. The local branch of a chain store is decorated on the outside with a large and accurate representation of a half-brig. E.H. Merrill, a commercial photographer on Middle Street, has a couple of albums of ship photographs. (The "American Neptune" is printed on Middle Street, also).

At the Maine Historical Society we saw our first real copy of Rowe's "Maritime History of Maine." Up to now, the copies in bookstores had been publisher's dummies. The Society has some interesting marine relics from the Revolution, and in the basement are several half models: a pinky; 4m. sch DANIEL B. FEARING (1891); a brig, probably OCTAVIA, built at Stroutwater in 1817; ship RUFUS E. WOOD (1875); ship ARIZAN (1856), and five more unidentified.

The next morning, with better weather, we reached Bath. The Iron Works here was busy with naval work and several travelers for France. Driving through the north end of town, we espied a small building with a sign "E. & A. Sewall". It proved to be the Sewall office, with a young lady inside just closing up after Sumner Sewall's unsuccessful campaign for Senator.

Looking very much as it must have 50 years ago, the office has still, neatly pigeonholed, all the correspondence relating to the last Sewall ships, some of which is quoted in Mark Hennessy's book. On the walls are a sail plan of KENILWORTH, some pictures, and 14 unnamed builders' models. Some of these, being plating models, could be readily identified. We copied a complete list of all the ships built by the Sewalls at this spot, and then moved on to the Bath City Hall, where the named Sewall models are to be seen.

Here we found one of the real treasures of American history, a display of the following models of Kennebec-built sailing vessels:



## Ships

HENRY B. HYDE	1884	COMMODORE T. F. ALLEN	1884
JOHN ROSENFELD	1884		1884
RAPPAHANNOCK	1841	RAPPAHANNOCK	1889
CHALLENGER	1872	OCCIDENTAL	1874
ARABIA	1882	SERVIA	1883
COLUMBIA	1871	ROCHESTER	1837
ARMENIA	1877	PARTHIA	1891
BOHEMIA	1875	JN R. KELLEY	1883

Unnamed, built at Rockland in 1815  
 Unnamed, built at Pennellville in 1840  
 Unnamed, built by Wm. Meston, Hardings,  
 in 1830

## Schooners

AGNES E. MANSON 1889 KATE M. HILTON 1872  
 Unnamed, designed by F. J. Rideout  
 Unnamed

## Others

Brig GLENDALE 1863 Bark EDWIN REED '74  
 USS KEARSARGE, built at Kittery, 1861

Two large schooner models from William Rogers' yard, too large for the City Hall, are located in a private home. This collection officially belongs to the Kennebec Valley Marine Museum.

Next we looked up Mark Hennessy at the Press Herald office. He showed us Percy & Small's old office, and then took us first to the site of Percy & Small's shipyard, now a cow pasture south of town, and next to Oak Grove Cemetery, where we photographed the bas-relief of the ship FREEMAN CLARK on the headstone of Harold Marsh Sewall.

In the Bath Public Library is the half model of the schooner WYOMING of 1909, labelled as having been the second largest wooden sailing vessel ever built; but in view of the figures on GREAT REPUBLIC and WYOMING published on p. 28 of this volume of LOG CHIPS, the label could fairly be changed to call her the largest.

On Mark's tip, we went up the west bank of the Kennebec to Richmond, where the site of the Southard shipyard can be recognized. Still standing in front of a building now used as a box factory is a life-size granite statue of T. J. Southard, surrounded by weeds.

Crossing the Kennebec on the toll-bridge, we next drove through Wiscasset, where the forlorn hulks of the four-masted schooners LUTHER LITTLE and HESPER still lie. Then we continued to Boothbay Harbor, where the Frank Sample shipyard is still active. Lying up there for the winter were the dude sailers ALICE S. WENTWORTH and STEPHEN TABER, and nearby was the mastless hulk

of the four-masted EDNA M. MCNIGHT. At low water the floors of two or three other wooden vessels can be distinguished in the mud; one of these was burned to celebrate V-J Day, it is said.

Photograph collectors will find a few good pictures for sale in Boothbay Harbor. Some idea of the remoteness of this region was conveyed to us when we saw a freshly-killed bear strung up on the main street; while at breakfast there was much talk among the natives of shooting a moose.

East of Boothbay are several former shipbuilding centers -- Newcastle, Damariscotta, and Waldoboro -- but we found no reminders of the old days till we reached Thomaston. Here we found the firm of Dunn & Elliot still in business, with Captain Arthur Elliot and his sons running a store, a fuel business, and a small marine railway. In the store is a half model of the 4m. barkentine REINE MARIE STEWART, while on the old sail loft is the eagle carving from the stern of the schooner SEVENTY SIX of 1864. There are six more unidentified models in the sail loft. From Captain Elliot we obtained a list of vessels built at Thomaston, printed years ago in the Rockland Courier-Gazette.

At Rockland, in the Courier-Gazette Office, we met Mrs. Ella Newman, who was State supervisor of the WPA project that transcribed ship registers. From her we learned that the work had progressed to the cutting of stencils for most of Maine, but that on the abandonment of the project they had all been burned. We gathered, however, that Mrs. Newman still has in her possession copies of the records.

Pushing on past Belfast, we reached Searsport, which was the "farthest north" of the trip as we had planned it. It was too late in the season for the Penobscot Marine Museum, but on looking up Mrs. Lincoln Colcord we were admitted for a quick survey of the collection in the growing dusk. It is a little surprising that the major effort toward preservation of the evidence of Maine's maritime history is concentrated at Searsport, rather than Portland or Bath; but such is the case, and a good job they are doing of it. A particular effort is being made to secure logs and track charts; and the collection of these and of contemporary sailing directions is outstanding.

(to be continued)



## THE SHIPBUILDERS OF HUMBOLDT BAY. III.

## ALEX COOKSON

All the information available on Alexander Cookson is that he was born in Canada, probably New Brunswick, about 1834, and became an American citizen at Eureka in 1872. He and his son, Horace Edwin Cookson, both described themselves as carpenters by trade.

Alex Cookson built the following vessels at Eureka:

	1881	
HALCYON	3m.Sch 293	Dolbeer & Carson
	1882	
FIDELITY	3m.Sch 192	Capt.W.J.Sweazey
LENA SWEAZEY	" 256	"
	1883	
CHALLENGER	3m.Sch 279	Capt.W.J.Sweazey

HALCYON survived World War I, and was finally abandoned at sea in November 1918. FIDELITY was lost before 1890, and LENA SWEAZEY was wrecked at Natividad Bay, Mexico, in August 1903.

CHALLENGER, from the same model as HALCYON and LENA SWEAZEY, was lost through fire in a lime cargo about 1902, on a voyage from Roche Harbor to San Francisco, with a deckload from Port Blakely. She was scuttled at Astoria.

## J.G.MURRAY

John Gallagher Murray, who was born in New Brunswick about 1842 and naturalized at Eureka in 1873, was, we believe, the builder of the barkentine UNCLE JOHN, 314 tons, which was launched in December 1881 for John Vance of Eureka. This is the only vessel built by Murray of which we can find record.

## JOHN LINDSTROM

Strictly speaking, Lindstrom was not a Humboldt Bay shipbuilder in his own right, but as he got his start there, he is included in this series.

John Lindstrom was a native of Sweden, born in 1867. He came to Eureka about 1887, and worked as a carpenter in the shipyards there. In 1898, with the coasting trade booming on account of the Alaskan gold rush and the Spanish War, Lindstrom was approached by San Francisco interests with the proposition that he establish a shipyard on Grays Harbor and build a wooden steam schooner hull.

A wooden shipyard needs little more equipment than a bandsaw with a fence around it. Lindstrom took the contract

and with the few hundred dollars of their savings, plus a bank loan, he and his partner, C.R.Green, not only completed the first steam schooner, SAN PEDRO, but undertook a second, ABERDEEN. From this beginning, they went on to build a sizeable fleet of sailing and steam schooners, incorporating as the Lindstrom Shipbuilding Company in 1905.

Following is a list of vessels built by Lindstrom at Aberdeen, Washington:

Name	Rig	Tons	Owner
	1899		
SAN PEDRO	St.Sch 674	J.R.Hanify, S.F.	
ABERDEEN	St.Sch 741	Pac.Lumber Trans. Co., S.F.	
HENRY WILSON	4m.Sch 499	H.Wilson, S.F.	
W.H.KRUGER	St.Sch 469	O.C.Haslett, S.F.	
	1900		
A.B.JOHNSON	4m.Sch 529	H.Wilson	
R.C.SLADE	4m.Sch 673	S.E.Slade, S.F.	
OLIVER J.OLSON	4m.Sch 667	O.J.Olson, S.F.	
	1901		
W.J.PATTERSON	4m.Sch 645	J.J.McKinnon "	
WEMPE BROS.	4m.Sch 681	O.J.Olson "	
E.B.JACKSON	4m.Sch 682	H.Wilson "	
BROOKLYN	St.Sch 333	Beadle Bros. "	
G.C.LINDAUER	St.Sch 453	Wilson Bros. "	
	1902		
ANDY MAHONY	4m.Sch 566	O.J.Olson "	
	1903		
JAMES H.HIGGINS	St.Sch 382		
	1904		
DARING	St.Tug 227		
BEE (1st)	St.Sch 601	F.Linderman "	
	1905		
MAYFAIR	St.Sch 670		
COASTER	St.Sch 579		
SEA FOAM	St.Sch 339	G.S.Beadle "	
	1906		
THOMAS L.WAND	St.Sch 657		
HORNET	St.Sch 660	F.Linderman "	
QUINAULT	St.Sch 582	F.A.Hart "	
JIM BUTLER	St.Sch 642	O.J.Olson "	
CARMEL	St.Sch 633	J.H.Fritch "	
	1907		
BERKELEY	St.Sch 571		
J.MARHOFFER	St.Sch 608	O.J.Olson "	
BEE (2d)	St.Sch 662	F.Linderman "	
GRAYS HARBOR	St.Sch 659	Sudden & Christenson "	
CAPASTRANO	St.Sch 648	J.H.Fritch "	
CLAREMONT	St.Sch 747	W.H.Wood "	
LEADER	(no information)		

In the boom that resulted from the San Francisco Fire of 1906, the Lindstrom Shipbuilding Company built a number of steam schooners. Lindstrom also acquired an interest in the Bendixsen Shipbuilding



Company and became president of the corporation. He also served two terms as Mayor of Aberdeen.

The year 1908 was not as promising for shipbuilding on the West Coast as the two previous ones had been. Although Lindstrom was worth a reputed half million dollars, he found difficulty in raising the cash to buy a 2800-acre timber tract in Humboldt County.

On the evening of 29 June 1908, Lindstrom checked in to a fourth-floor room in the Willamette Hotel in Salem, Oregon, and at 2:30 AM was instantly killed in a fall to the sidewalk. A coroner's jury returned a verdict of accidental death.

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### SEVEN-MASTED SCHOONERS

By the time the first East Coast six-masters, GEORGE W. WELLS and ELEANOR A. PERCY, were completed in 1900 all maritime New England was big schooner-minded. These wooden coal carriers, it appeared, returned up to 40% on the investment; the bigger the schooner the better the return.

Soon people were talking seven-masters, and even eight-masters. In November, 1900, Holly Bean, builder of the Wells, was expressing his willingness to build a seven-master; while in December the "Nautical Gazette" ran an article by Theodore Lucas comparing features of wooden and steel steamers and schooners, and containing a proposal for a steel eight-masted schooner 400 x 52 x 30 feet.

In February 1901 the "Marine Review" carried a story that a wooden seven-masted schooner 335 x 54 x 32 was to be built of local timber at Franklin, Maine, on Frenchmans Bay, by J.P. Gordon, at a cost of \$155,000. Capt. Orlando Foss was named as master and  $\frac{1}{2}$  owner, with Crabtree & Havey, Dunbar Bros., and Gordon taking the other three quarters. This seems to have been an elaborate spoof, since neither Gordon nor Crabtree & Havey had previous experience with anything over 400 tons; the largest vessel built on Frenchmans Bay in 1901 was an 11-ton sloop.

Lucas's proposals nevertheless appear to have reached sympathetic ears, since in 1901 Captain John G. Crowley, managing owner of the WELLS, had Bowdoin B. Crowninshield proceed with a design for a steel seven-master. Invitations for bids were circulated in the spring; the contract was awarded to the Fore River Ship

& Engine Building Company of Quincy, Mass., and her keel was laid in 1 November 1901. Her building attracted nearly as much attention as that of the GREAT EASTERN or the QUEEN MARY. She was launched on 10 July 1902 and delivered in September. The THOMAS W. LAWSON, as she was named after a 'frenzied financier' of the day, measured 375.6 x 50 x 23.9 feet, 5213 tons gross, 4914 net, and once carried 9200 tons (probably short tons) of coal.

There is a prevailing impression nowadays that the LAWSON was a failure, or that she completed only one voyage; but the facts seem to be that after a few not unsuccessful months in the coal trade she was chartered to the Sun Oil Company to carry Texas crude from the Sabine Pass to the Marcus Hook refinery below Philadelphia. This entailed sending down her topmasts and handling her under tow.

After four years in this presumably remunerative trade she was loaded with lubricating oil for London, and, her topmasts replaced, she went across under sail alone. Her captain tried to ride out a storm at anchor at the Scilly Islands, but she dragged ashore and became a total loss, along with most of her crew, on 13 December 1907.

No other seven-master has ever been built. In 1941, K.M. Walker of San Diego, who was working on the plans to convert the gambling barge STAR OF SCOTLAND to a schooner, told us that if he did the work on the TANGO he would make her a seven-master. He had first drawn up the STAR OF SCOTLAND as a gaff-headed five-master, but later changed her to a jib-headed six-master. However, another designer did the conversion of TANGO, and she also became a six-master, a bald-header with gaffs.

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### RUSSIA'S NEW SAILING VESSELS

One of the most interesting post-war developments in the sailing ship field is the building of a large fleet of wooden sailing vessels in Finland as reparations for Russia. It is reported that a total of 90 is to be turned out.

Although these vessels have auxiliary diesels, they have complete rigs. Some that we have seen pictures of are Marconi schooners, three-masted, with a square yard on the fore. Others are barkentines, with five yards on the foremast and gaffs on the other two.



There is a certain amount of mystery clinging to these craft, since they are not listed in "Lloyd's Register", nor do the shipping papers report their movements. Numbers of them have been making their way out from Finland to Russian Pacific waters, some via Suez, others via Panama. Several have put into San Pedro, California for voyage repairs, and Irving Johnson reports having seen four barkentines at Colon in December 1947 or January 1948.

No large numbers of such vessels were in use in Siberian waters before the War, so far as we know, and their future employment is something of a puzzle. They do not appear to be manned on the training ship scale.

Two such schooners, named KALMAR and KORALL, were at San Pedro in 1947. A barkentine was in Long Beach in January 1948, but the Press-Telegram failed to report her name. There were four at San Pedro in June 1948 (perhaps the quartet seen at Colon), and in an erudite discussion the San Pedro News Pilot concluded that although the papers of one called her a "brigantine", her rig, part schooner and part brig, was technically that of a "hermaphrodite brig."

Others of these named in reports are called JEMCHOOG, MIDIJA, UMBA, AKTINIA, and SEKSTAN. Any reader of LOG CHIPS knowing the names of others, or anything of their movements and vocation, is urged to pass on the information to us.

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#### THE NAVAL HISTORICAL FOUNDATION

The Naval Historical Foundation is an organization concerned with preserving the history of the American Navy. Working closely with the Navy Department, the Foundation has assembled a large collection of paintings, models, relics, and documents, most of which (for want of a suitable place to display them) are now housed in old powder magazines at Fort Washington.

In May 1948, however, it was announced that the Foundation had obtained the lease of part of the buildings attached to Decatur House in Jackson Place, Washington, D.C., from Mrs. Truxton Beale. A fund drive has therefore been organized to raise the cost of converting the structure to a museum.

LCdr Edward M. Davis III USNR was ordered back to active duty in January to serve

in the dual capacity of Curator of the Navy Department and Director of the Truxton-Decatur Museum, as it is to be called. Since Davis is an architect by profession, and has had considerable museum experience (as well as serving as commanding officer of a repair ship in World War II), it is to be expected that the new museum will avoid the display of pious junk that now characterizes the Naval Academy Museum.

Membership in the Naval Historical Foundation is open to all who are interested in its field. Particulars are available from the Secretary, A.D. Turnbull, 2500 Q Street NW, Washington, D.C.

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#### MERCHANT MARINE PAY vs. NAVY PAY

The February issue of the Naval Institute Proceedings finds its editors in hot water concerning some of their statements about the pay of merchant seamen in war zones. Having some experience in both services, we were of the definite impression that a given ship, under war conditions, is manned much more cheaply with a civilian crew than with a Navy crew.

Wishing to obtain official figures on this problem, we wrote our Congressman, who sent us the Congressional Record for 15 June 1948. On pages 8450 and 8451 are tables giving the average wage bills of Navy-manned and civilian-manned Liberty ships in the Pacific war zone in 1944.

Here is a brief summary:

Navy-manned Liberty (AK)	
13 officers and 154 men....	\$25,516 per mo.
Civilian-manned Liberty	
43 officers and men.....	14,873
27 in Armed Guard (Navy)...	3,868
TOTAL.....	\$18,741

These figures alone should (quoting Congressman Bradley) "thoroughly dispel the illusion of extraordinarily high pay for the merchant seaman during the war".

However neither "longevity pay" nor officers' "allowances" have been included in the Navy pay figures. These will raise the monthly pay bills to about \$27,000 in the AK, and \$19,000 in the merchant Liberty.

A further computation of the ultimate cost to the taxpayer must take into account the fact that the U.S. Treasury collected income tax on the civilian's pay, but none on the pay of enlisted men, nor on the allowances or first \$1500 of base pay of officers.



## NEWS AND NOTES

## SAILING SHIP NEWS

(With thanks to Giles M.S.Tod)

- ALMIRANTE SALDANHA, Braz.aux.4m.tr.sch., 5 Dec.1948 arr Malta.
- AMANDA F.LEWIS, m/v (ex puny built in 1884 and converted to power in 1939), Nov.1948 developed engine trouble en route Port au Prince from Miami; towed in by m/v BRESLE.
- DANMARK, Dan.tr.ship, 27 Dec.1948 sailed Cape Town for St.Helena.
- ERNESTINA, sch.(ex EFFIE M.MORRISSEY), 22 Dec.left St.Vincent for Praia.
- J.T.WING, Canad.3m.sch., 24 July 1948 moved to permanent berth on Canadian side of Belle Isle as museum and clubhouse of Detroit Marine Historical Society. (She was built at Weymouth, N.S. in 1919 as CHARLES F.GORDON; later J.O.WEBSTER and OLIVER H.PERRY; 431 tons.)
- MAJ, Finn.m/v.(built Phippsburg, Maine, 1909 as 3m.sch RICHARD W.CLARK), 16 Jan.badly damaged by explosion and fire off Aaland.
- MOSHULU, Finn.4m.bk., 27 Oct.1948 left Bergen in tow JASON for Stockholm, to serve as grain storage hulk.
- PAMIR, Finn.4m.bk., scheduled to drydock 10 Jan.at Wellington, before proceeding to Spencers Gulf to load wheat.
- PASSAT, Finn.4m.Bk., 26 Nov.towed from Avonmouth to Port Talbot for docking; 18 Dec.sailed for Port Victoria.
- PASS OF BALMAHA, Am.ship, later S.M.S. SEEDLER. Count Felix von Luckner, her World War I commander, now visiting America, reported in a radio interview (5 Jan.) that she was armed with a gun made in 1864, firing black powder, as smokeless powder could not stand up in the tropics.
- SANTA CLARA, Cuban 3m.sch.(ex-MACLEAN CLAN ex-IRENE MYRTLE ex-MACLEAN CLAN), This vessel, which served in the U.S. Navy in World War II as the Q-ship IRENE FORSYTE, has not been reported for a year or more. Can any reader bring us up to date on her?
- VIKING, Finn.4m.bk., for sale at Antwerp for a reputed \$200,000.
- WESTWARD, aux.4m.sch.(built in Denmark in 1920 as DANEFOLK), currently for sale under the name BADGER. Once fitted out as a cruising yacht, and later owned by the donor of the North Atlantic "Blue Ribbon", she was an officers' accommodation ship during the War and is now in Danish waters.

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- LIEBLING, A.J., "Reunion with a tanker", New Yorker, 22 and 29 Jan.and 5 Feb. 1949. The CHR.TH.BOE of Arendal, built at Gothenburg 1930.
- TENNANT, J.K., "SS GREAT NORTHERN" Mast, pp.16-17, 29, July 1948 (ill.) The West Coast passenger steamer 1914-1948. "Laval" Oregon should be "Flavel".
- VASCONCELOS, EVERARDO, "Aventureiros no Brasil", Revista Maritima Brasileira, commencing v.56, pp.783-798, 1947. A long series on privateers and worse.
- VILLIERS, A.J., "The last great days of sail", True, Dec.1948.
- VILLIERS, A.J., "Sailing with Sindbad's sons", Nat.Geog., v.94, pp.675-688, Nov.1948 (ill.) Rehash of the "Sons of Sindbad" material.
- WOOD, Capt.F.E., "Dismasted", Marine Digest, pp.9-10, 22 Jan.1949 (ill.) Incident in PENDRAGON, Liverpool to Rangoon circa 1889.
- WRIGHT, C.H., "Sailing canoes of the Marshall Islands", Proc.U.S.Naval Inst., v.74, pp.1528-1531, Dec.1948 (ill.)

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Although we do not generally list the contents of "Mariner's Mirror" in this section, we would like to draw the attention of our readers to the article "Some early British tea-clippers" by D.R.MacGiegar in the April, July, and October 1948 issues. It covers the period 1833-1854 in great detail, and with uncommon precision. A valuable feature of the paper is a list of building places and dates of all ships mentioned.



## NEWS AND NOTES

## THE "AMERICAN NEPTUNE"

There is included with this mailing of LOG CHIPS a leaflet describing the "American Neptune". Most of our readers are already familiar with this journal, but they may have overlooked the appeal in recent issues for an increase in circulation, to offset rising production costs.

Those who are not now subscribers are urged to consider seriously the desirability of becoming so; while those who are already enrolled are earnestly requested to pass on the enclosure to a like-minded acquaintance, or to their local public library or yacht club, with a favorable recommendation.

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## THE AMERICAN EDITION OF "SEA BREEZES"

The first two issues of the new "Sea Breezes" have been received in this country. The January number has three very fine photographs of the bark KAIULANI, taken by Karl Kortum, while the main feature of the February number is the first installment of the reminiscences of days in sail by Captain Robert Montgomery of Vancouver, B.C.

The subscription price of the American Edition of "Sea Breezes" is \$3.00 per year (two volumes). It is published at 17 James Street, Liverpool 2, England, and the Editor is L.G. Fay.

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## THE "NAUTICAL RESEARCH JOURNAL"

January saw the circulation of the first number of the "Nautical Research Journal", which is published quarterly by the Nautical Research Guild in combination with the concurrent issues of the "Secretary's Monthly Letter".

Harry D. Hamilton, 15004 E. Granada Ave., Whittier, California, is now Secretary-Treasurer of the Guild.

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## ANOTHER LARGE CATBOAT AND SLOOP

Mention of the big catboat CLEOPATRA (p.12) recalled to a reader the catboat LILLIAN, reputedly a 50-footer, which worked as a party boat out of Nantucket and Wauwinnet 15 years ago. LILLIAN was built at Hyannis in 1888 and then measured 8 tons, 29.6 x 14 x 4.6. In 1915 she was lengthened to 38.5 x 14.8 x 3.6, increasing her tonnage to 12, and was given a motor. She is listed as scrapped in 1943.

W.H. Rowe's "Maritime History of Maine", just published, mentions another big

stone-carrying sloop, M.M. HAMILTON, built at Harpswell, Maine, in 1869, and owned for many years by J.F. Hamilton of Portland, Maine. She grossed 111 tons, and measured 84.8 x 26.2 x 7.2 feet.

Giles Tod reminds us that the full name of the sloop BALDWIN, mentioned on p.12, was ALBERT BALDWIN.

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## IRISH PENNANTS

PUTESHIRE (p.24) was a 4m. bark, not a ship, as several readers have pointed out. We have not been able to check her listing in 1889 Lloyd's Register, but our recollection is that it calls her a "ship" without specifying the number of masts.

BUCKINGHAM (p.23) was called OTTAWA between BERTHA and FLYING CLOUD. Capt. P.A. McDonald reports that when he was in her in 1918 certain fittings pointed to her having been a 4m. ship; but the launching story in 1888 says quite definitely that she was square-rigged on three masts only.

Giles Tod has furnished the pedigree of the dude-sailer MABEL (p.13). She was built at Millbridge, Maine, in 1881, 40 tons.

Andy Nesdall reminds us that the mainmast, not the mizen, of MORNING STAR (p.14) was her smoke stack.

Lieut. Parker sends the following information from the N.Y. Maritime Register of a schooner not in our 1916 list:

4m. sch. MADELINE SHIRLEY LORD, built Noank, Conn., by U.S. Steamship Co.; launched 3 March 1916; managing owner, Harry S. Lord, Boston; Capt. Alex. Cox; 205 x 34½ x 17; capacity 1500-1600 tons; leaves later this month to load for Sweden. (14 March 1916)

Now, according to the Record of the American Bureau for 1918, the schooner JULIA LOFT was formerly MALLYN SHIRLEY LORD; she measured 205.9 x 34.5 x 19, and she was built at Noank (LGTC), but not until April 1917.

Were there two vessels, or are these one and the same? ----

Frank W. Thober sends some additional name changes for the 1886 U.K. list (p.7-8):

ESKASONI	renamed	PROTECTOR
HOLYROOD	"	BIAGIO O.; EDON
WATPARER	"	TASMANIA
GILCRUIX	"	PACIFIQUE
RAHANE	"	HELENE
MARION INGLIS	"	MARION
KINFAUNS	"	SAN JOSE



## FOUR-MASTED SCHOONERS BUILT ON THE EAST COAST, continued:

NAME	Gross Tons	Signal Letters	Year 1920, contd.	Builders
			Place built	
SPINERIFT	720	LWFB	Machias, Maine	Job Shipbuilding Co.
ALBERT D. CUMMINS	1163	LWJB	Beaumont, Texas	Beaumont S.B. & D.D.Co.
MAURICE R. THURLOW	1270	LWNM	Stockton Springs, Me.	Stockton Yard Inc.
TOLINA	913	LWNP	Linoleumville, N.Y.	Carteret Ferry Corp.
BLANCHE G. PENDENTON	880	LWPD	Belfast, Me.	Pendleton Bros. Inc.
MARIE R. CUMMINS	1167	LWRV	Beaumont, Texas	Beaumont S.B. & D.D.Co.
JAMES W. HOWARD	1655	LWVM	Boothbay Harbor, Me.	Atlantic Coast Co.
ELIZABETH FREEMAN	1665	MBJF	Thomaston, Maine	Atlantic Coast Co.
JAMES C. HAMLEN	1138	MBNS	South Portland, Me.	Cumberland S.B.Corp.
(renamed Estonian JAAN, 1934)				
T.N. BARNSDALL	1309	MBSW	Camden, Maine	Robert L. Bean
(renamed HAROLD G. FOSS)				
JOSEPHINE A. McQUESTON	1607	MBWS	Rockland, Maine	Francis Cobb S.B.Co.
ZEBEDEE A. CLIFF	1361	MCBV	Boothbay Harbor, Me.	East Coast S.B.Co.
MABEL A. FRYE	1151	MCDG	Harrington, Me.	Frye Flynn Co.
TREMONT	979	MCFV	Somerville, Mass.	Mystic River S.B.Co.
ATLANTIC COAST	1643	MCHN	Thomaston, Mass.	Atlantic Coast Co.
1921				
ALCAEUS HOOPER	1305	MCFR	Stockton Springs, Me.	Stockton Yard Inc.
JOSIAH B. CHASE	1661	MCHP	Boothbay Harbor, Me.	Atlantic Coast Co.
(renamed Estonian MIKHEL, 1934)				
PHOEBE CROSBY	1048	MCJB	Richmond, Maine	Crosby Navigation Co.
LAURA ANNIE BARNES	698	MCWL	Phippsburg, Maine	F.S.Bowker & Son

## Three-masted schooners built on the East Coast, later rerigged with four:

HERALD	500	JTVS	1883 Belfast, Me.	Brown & Donald
CARRIE A. LANE	800	KDQW	1887 Bath, Maine	A.Sewall & Co.
LILLIAN E. KERR	548	MBQS	1920 Pocomoke City, Md.	E.James Tull

## Four-masted barkentines built on the East Coast, later rerigged as schooners:

JAMES W. ELWELL	1192	KLMV	1892 Kelley-Spear Co., Bath, Maine
JOSEPHINE	940	KMQT	1896 McDonald & Brown, Belfast, Me.
HERDIS	1220	LGQH	1917 Richard T. Green Co., Chelsea, Mass.
REINE MARIE STEWART	1307	LVBQ	1919 Dunn & Elliott, Thomaston, Maine.

## Auxiliary five-masted barkentine rerigged as four-masted schooner:

CITY OF HOUSTON (JESSIE BOUNDS)	1519	1917 International S.B.Co., Orange, Texas
(as JESSIE BOUNDS was 1400 tons gross and had no signal letters)		

## Barks rerigged as four-masted schooners:

C.P.DIXON	728	JVDH	1881 J.Y.Cottrell, Belfast, Me.
AMY (rn MAUD B. KRUM)	700	KBQS	1883 Goss & Sawyer, Bath, Me.
HOLLISWOOD	1141	KLNM	1893 J.M.Brooks, Boston.
W.H.FREDSON (ex VESTA)	654	JVWQ	1866 Jacobstad, Russia
CECILIA M.DUNLAP (iron)	835	LHCJ	1876 Whitehaven S.B.Co., Eng.(ex-PARKNOOK)

Four-masted schooners built in the Maritime Provinces of Canada, based on a compilation by Lieut. W.J.L.Parker USCG. Those for which signal letters are given were later under United States registry:

URUGUAY	726	1889 Windsor, N.S.	Shubael Dimock
GYPSUM EMPRESS	779	LFGR 1892 Horton, N.S.	J.B.North
GYPSUM EMPEROR	744	1892 Parrsboro, N.S.	D.S.Howard
H.J.LOGAN	847	1902 Parrsboro, N.S.	D.S.Howard
A.F.DAVISON	604	1909 Annapolis Royal NS, F.W.Pickels	
ADA TOWER	573	1916 Port Greville, N.S., G.M.Cochrane	



## Canadian-built four-masted schooners, continued:

LETITIA L. MACKAY	628	1917	Meteghan, N.S.	T.H. MacDonald
LEWIS BROTHERS	728		Sheet Harbor, N.S.	Lewis Hardwood Co. Lim.
REBECCA L. MACDONALD	842		Meteghan, N.S.	
ARTHUR E. ZWICKER	574	1918	Chester Basin, NS.	Chester Basin S.B.Co.Lim.
CAMBRAI	557		River John, N.S.	Mackenzie Shippg.Co.Lim.
CASHIER	709		Sheet Harbor, N.S.	J. Lewis & Son
DORNFONTWIN (Auxiliary)	771		St. John, N.B.	Marine Const.Co.Lim.
(rebuilt Dennysville, Maine, 1919 as NETHERTON, 755 tons, LTMH)				
EDGEWOOD	792		Quebec, P.Q.	Quebec S.B.& Repair Co.
EUGENIE OWEN MACKAY	601		Diligent River, NS	Pugsley & Robinson
FREIDA E.	720		Port Greville, NS.	G.E. Wagstaff
GOVERNOR PARR	972		Parrsboro, N.S.	W.R. Huntley & Son
JESSIE LOUISE FAUQUIER	1035		Hantsport, N.S.	Fauquier & Porter
(renamed AVON QUEEN)				
MARGARET F. DICK	1054		Hantsport, N.S.	Fauquier & Porter
ADAMAC	562	1919	Advocate N.S.	T.K. Bentley
(renamed CITTA DI GENOVA; later ALMA)				
BESSIE A. WHITE (Aux)	694		Alma, N.B.	C.T. White & Son Lim.
BREAKERS (rn Balsa)	557	LVBS	Yarmouth, N.S.	Scotia S.B.Co.
CHARLOTTE COMEAU	779		Little Brook, N.S.	I. Comeau
CUMBERLAND QUEEN	682	MKFD	Diligent River, NS	C. Robinson
(renamed EMERETT)				
CUTTY SARK	686		St. John, N.B.	New Brunswick S.B.Co.Lim.
EDWARD A. COHAN	664		Rexton, N.B.	A.B. Mackay
GEORGE MELVILLE COCHRANE	886		Port Greville, NS.	K. Cochrane
HARRY A. McLENNAN	713		Campbellton, N.B.	McLennan Fndry & Mch. Wks.
HOLMES, A. FRANK	700		Nordin, N.B.	Miramichi Const.Co.Lim.
HUNTLEY (auxiliary)	607		Scots Bay, N.S.	D.A. Huntley
RANDFONTEIN (steam aux)	1254		St. John, N.B.	Marine Const. Corp. Lim.
(renamed COBO)				
SUSAN CAMERON	601		Tusket, N.S.	W. McNeil
W.H. EASTWOOD (auxiliary)	400		Liverpool, N.S.	Nova Scotia S.B.& Trans. Co
LEON L. (auxiliary)			1920	
WHITBELLE	615		Sorel, P.Q.	Transpntn. & Shipp. Co. Lim.
			Parrsboro, N.S.	W.R. Huntley & Son.

## Four-masted schooner built in the West Indies:

MARIE J. THOMPSON	696	1921	Harbour I., Bahamas,	W.E. Roberts
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## Foreign-built four-masted schooner later owned on the East Coast:

MARGARET (ex ABRAHAM)	315	KMVG	1893	Windau, Russia.	Morgenstern
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In addition to the above, quite a few four-masted schooners built on the Pacific Coast were brought around to the East Coast, particularly in the period 1919-1923. Most of these were operated out of Mobile. A complete list of West Coast-built four-masters will appear soon in LOG CHIPS.

ADDENDA-- Beside SUSIE M. PLUMTER, noted on p.16, the following should be added to the basic list of East Coast four-masters:

SARAH E. PALMER	1225	KLVT	1894	Bath, Maine	N.T. Palmer
SARA E. TURNER (aux)	739	LJWM	1916	Westlake, La.	Clooney Const. & Towg. Co.

ERRATA-- KHSF (p.18) should be HORACE W. MACOMBER; KJTC, MATILDA D. BORDA.

KPLC (p.20) PENDLETON BROTHERS was built by Carter Brothers; F.C. Pendleton built the second of that name, KSQW, p.31. (Thanks to F.W. Thober for these corrections).



## SAILING SHIPS LAUNCHED IN THE UNITED KINGDOM, 1891

(arranged by builders)

Name	Rig	Gross	First owners	Dead-weight
Later names		Year	Later owners	
C. S. Swan & Hunter			WallSEND-on-Tyne	
FLOTTBEK	Ship	1989	Kr8hr & Burchard, Hamburg	
S. P. Austin & Son, West Dockyard, Sunderland				
CARADOG	Bark	1445	W. Morris & Co., Aberystwyth	
John Blumer & Co., North Dock, Sunderland				
J. W. BURMESTER	Bark	1899	Herman Burmester, Hamburg	
SYVSTJERNE			1915 Herman Jacobsen & Co., Sarpsborg, Norway	
FREDRIKSSTEN			1916 August F. Christensen, Oslo, Norway	
KRONPRINDS FREDERIK Bk. 664			C. H. Nielsen, Nordby Færø, Denmark	1000
KRONPRINDESSE LOUISE Bk. 665			C. H. Nielsen, Nordby Færø, Denmark	1000
AALBORG	Bark	666	N. H. Sværre, Nordby Færø, Denmark	1000
WISCOMBE PARK	Ship	2228	George Windram & Co., Liverpool (Compl. 1892)	
EDOUARD BUREAU			Bureau Freres, Nantes	
GREIF			Germany	
HERTHA	Bark	666	O. Hirth, Nordby Færø, Denmark (Compl. 1892)	1000
William Doxford & Sons, Lim., Pallion, Sunderland				
HONRESFELD	4m. Bark	3045	J. Joyce & Co., Liverpool	
NATION	4m. Bark	2540	W. Thomas & Co., Liverpool	
REPUBLIC	4m. Bark	2540	W. Thomas & Co., Liverpool	
DOMINION	4m. Bark	2539	W. Thomas & Co., Liverpool	
MANCHESTER	4m. Bark	3046	J. Joyce & Co., Liverpool (Completed 1892)	
William Pickersgill & Sons, Southwick, Sunderland				
CELTIC QUEEN	Ship	1830	R. Hughes, Jones & Co., Liverpool	
DOVENBY	Bark	1653	P. Iredale & Porter, Liverpool	2550
VERBENA	Ship	1821	J. Bell & Son, Liverpool	
CELTIC RACE	Ship	1874	R. Hughes, Jones & Co., Liverpool	3000
CONCORDIA			Stranger & Co., Christiania, Norway	
Robert Thompson & Sons, Southwick Yard, Sunderland				
ERNA	Bark	1076	A. Schiff, Elsfleth, Germany	
LORELEY	Bark	1076	J. D. Ahlers, Elsfleth, Germany	
SAN GUISEPPE			A. Corrado, Genoa, Italy	
EULOMENE	4m. Ship	2725	H. Fernie, Liverpool	
LOTA	Bark	1367	Turner, Edwards & Co., Bristol	
WINDRUSH	Bark	1532	R. H. Gayner, Sunderland	
Richardson, Duck & Co., South Stockton-on-Tees				
OWENEE	4m. Bark	2432	F. C. Mahon, Windsor, Nova Scotia.	3700
ORTINA SHELL (motor tanker)		1917		
MUSKOKA	4m. Bark	2357	F. C. Mahon, Windsor, Nova Scotia	3550
CAROLINE			A. D. Bordes & Fils, Dunkirk	
Southampton Naval Works, Southampton				
FJELD	Ship	2119	A. Monsen, Tønsberg, Norway	
DALGONAR	Ship	2665	Gracie, Beazley & Co., Liverpool (Completed 1892)	
C. Hill & Co., Bristol				
GLADYS	Bark	1363	Builders	
GAPER SHELL			Anglo-Saxon Petroleum Co.	



## UNITED KINGDOM LAUNCHINGS, 1891, continued.

Milford Haven Shipbuilding Co. (T.R. Oswald), Milford Haven.				
DITTON	Ship	2901	R.W. Leyland & Co., Liverpool	4400
NORDEFARER			1911 Carl Bech & Co., Tvedestrand, Norway	
BRAGDØ			1917 Christiansands Shipping Co., Christiansand	
WINDERMERE	4m. Bark	3050	Fisher & Sprott, London (Completed 1892)	4500
PAUL RICKMERS				
R. & J. Evans & Co., Brunswick Dock, Liverpool				
CORDOVA	(Iron) Bark	1148	Samuel Wakeham & Son, Liverpool	
W. H. Potter & Sons, Queens Dock, Liverpool				
FORTEVIOT	4m. Bark	3080	Macvicar, Marshall & Co., Liverpool	4900
WERNER VINNEN			1911 Segelschiff Weiner Vinnen GmbH, Bremen	
YAWRY			1914 British Government (prize)	
BELLANDS			1917 The Bell Lines Lim. (J. Bell Jr.), Hull	
WANDERER	4m. Bark	2903	Builders	4550
T. Royden & Sons, Queens Dock, Liverpool				
LATHOM	4m. Bark	3082	Macvicar, Marshall & Co., Liverpool	---
BERTHA			D.H. Wätjen, Bremen	
ALCEDO	4m. Bark	2470	J.R. Haws & Co., Liverpool	3700
ALSTERSCHWAN			A/G Alster, Hamburg	
BARTHOLD VINNEN			1913 F.A. Vinnen & Co., Bremen	
Williamson & Son, Workington				
PENDRAGON CASTLE	4m. Bk	2510	James Chambers & Co., Liverpool	3800
LISBETH			H.H. Schmidt, Hamburg	
VORTIGERN	4m. Bark	2529	Brown, Jenkinson & Co., London	
HEBE			Roderi A/G von 1896, Hamburg	
CONTRAMAESTRE DUENAS			Peruvian Government Naval School, Callao	
Ritson & Co., Maryport				
AUCHENCAIRN	4m. Bark	2040	Builders	
NOMIA			Roderi "Visurgis" A/G, Bremen	
Ardrossan Shipbuilding Co. Lim., Ardrossan				
HIROTHA	Bark	540	A. & E. Smith, Tvedestrand, Norway	850
MARJORIE CRAIG				
MARJORIE				
MARTHA BOCKHAHN	Bark	778	H. Bauer, Rostock, Germany	1200
ANNA L. (Steel & Iron)	Bk.	483	C. Bech, Tvedestrand, Norway (Completed 1892)	
Russell & Co., Port Glasgow and Greenock, Greenock yard.				
EARL OF DUNMORE	4m. Bk.	2287	J.D. Thompson, Glasgow	3600
SPARTAN			1911 Carl Bech & Co., Tvedestrand	
LINDFIELD	4m. Bark	2280	Shaw, Savill & Co., London	---
MAYFIELD	4m. Bark	2285	Shaw, Savill & Co., London (Completed 1892)	---
ASHBANK	4m. Bark	2292	A. Weir, Glasgow	4000
CENTURION	Ship	1828	W. Thomson & Co., Liverpool	2850
ANCAIOS	Ship	1826	W. Thomson & Co., Liverpool	2850
RAVENHILL			J. Porter, Liverpool	
WILLIAM LAW	Ship	1774	W. Law & Co., Yarmouth, Nova Scotia	2850
HILBRE				
BUENOS AIRES			B. Scotto Lochiancha, Naples	
KENSINGTON	Ship	1725	Campbell, Finlay & Co., Greenock	2850
FANNY	Ship	1735	H.N.A. Meyer, Hamburg	2820
CARNEDD LLEWELYN	Ship	1726	Roberts, Rogers & Co., Liverpool	---

(to be continued)